

### **Current Listing of the Claims**

This listing of claims will replace all prior versions, and listings, of claims in the application:

#### **Listing of Claims:**

1. (original) A device for allowing lateral movement of a suspended vehicle wheel while preventing rotation of the suspended vehicle wheel, comprising:

a plurality of parallel upstanding margins each comprising an uppermost edge ascending concavely and defining a tire engaging interface, each of said uppermost edges further comprising scalloping defining a plurality of sawteeth each having an apex comprising said tire engaging interface.

2. (original) A device described in claim 1, each of said upstanding margins comprising a leading tip extending vertically from a basal edge to commencement of said ascending uppermost edge, each of said upstanding margins further comprising a trailing end extending vertically from said basal edge to conclusion of said ascending uppermost edge.

3. (original) A device described in claim 2 herein, further comprising means for providing transverse support between said upstanding margins.

4. (original) A device described in claim 3 herein, said transverse support means comprising at least one crosspiece structurally connecting said upstanding margins.

5. (original) A device described in claim 3 herein, said transverse support means comprising at least a first crosspiece structurally connecting said leading tips of said respective upstanding margins near said respective basal edges, and at least a second crosspiece structurally connecting said trailing edges of said respective upstanding margins near said respective uppermost edges.

6. (original) A device described in claim 5 herein, further comprising at least a third crosspiece structurally connecting said trailing edges of said respective upstanding margins near said respective basal edges.
7. (original) A device described in claim 4 herein, each such crosspiece comprising means for adjusting its length.
8. (original) A device described in claim 3 herein, further comprising a concave ramp offset below said scalloping and structurally crossconnecting said upstanding margins.
9. (original) A device described in claim 1 herein, each of said pluralities of sawteeth ascending concavely and arranged to optimize said allowing lateral movement of a suspended vehicle wheel while preventing rotation of the suspended vehicle wheel.
10. (original) A device described in claim 8 herein, each of said sawteeth having said apex projecting in an orientation opposing the rotation direction of the tire tread surface.
11. (original) A device described in claim 2 herein, further comprising means for providing supporting contact with substratum.
12. (original) A device described in claim 11 herein, said means for providing supporting contact with substratum comprising a longitudinal reinforcing region above said respective basal edge.
13. (original) A device described in claim 12 herein, each of said longitudinal reinforcing regions above said respective basal edge further comprising at least one mortise sized for snugly accepting a tenon upstanding from substratum.
14. (original) A device described in claim 13 herein, further comprising a separate elevation support pedestal comprising an uppermost surface including a tenon

upstanding therefrom, sized for snug insertion within said mortise of said basal edge of said device.

15. (original) A device described in claim 3 herein, further comprising a portal sufficiently sized to allow insertion of the user's forefoot to facilitate placement beneath the suspended vehicle tire.

16. (original) A device described in claim 3 herein, further comprising a portal sufficiently sized to allow insertion of the user's forefoot to anchor said device to firmly prevent rotation of the suspended vehicle tire when in use.

17. (original) A device described in claim 6 herein, further comprising a portal sufficiently sized to allow insertion of the user's forefoot, said portal located between said respective trailing ends and said second and third crosspieces.

18. (original) A device described in claim 12 herein, said longitudinal reinforcing region of said upstanding margin defining a portal sufficiently sized to allow insertion of the user's forefoot.

19. (original) A device for allowing lateral movement of a suspended vehicle wheel while preventing rotation of the suspended vehicle wheel, comprising:

(a) a plurality of parallel upstanding margins each comprising an uppermost edge ascending concavely from a leading tip to a trailing end and defining a tread engaging interface, said leading tip extending vertically from a basal edge to commencement of said ascending uppermost edge, said trailing end extending vertically from said basal edge to conclusion of said ascending uppermost edge, each of said uppermost edges further comprising scalloping defining a plurality of sawteeth each having an apex comprising said tire engaging interface;

(b) each further comprising means for transversely supporting said upstanding margins, comprising a transverse support wall gusseted and

extending perpendicularly to said upstanding margin and beneath said uppermost edge, said transverse wall further extending from near said uppermost edge near said trailing end vertically downward near said trailing end and terminating near said basal edge near said trailing end but having an intermediate curvature defining an appendage support notch in said trailing end;

(c) further comprising means for transversely connecting said upstanding margins, comprising at least a first crossbolt extending through said transverse support walls at said leading tips of said respective upstanding margins near said respective basal edges, at least a second crossbolt extending through said transverse support walls at said respective leading tips near said respective uppermost edges, at least a third crossbolt extending through said transverse support walls at said trailing ends near said respective basal edges, and at least a fourth crossbolt extending through said transverse support walls at said trailing ends near said respective uppermost edges; and

(d) said upstanding margins comprising a cutout portal sufficiently sized to allow insertion of the user's forefoot to facilitate placement beneath the suspended vehicle tire.

20. (original) A device for allowing lateral movement of a suspended vehicle wheel while preventing rotation of the suspended vehicle wheel, comprising:

(a) a plurality of parallel upstanding margins each comprising an uppermost edge ascending concavely from a leading tip to a trailing end and defining a tread engaging interface, said leading tip extending vertically from a basal edge to commencement of said ascending uppermost edge, said trailing end extending vertically from said basal edge to conclusion of said ascending uppermost edge, each of said uppermost edges further comprising scalloping defining a plurality of sawteeth each having an apex comprising said tire engaging interface;

(b) each further comprising means for transversely supporting said upstanding margins, comprising at least a first crosspiece structurally connecting said leading tips of said respective upstanding margins near said respective

basal edges, and at least a second crosspiece structurally connecting said trailing edges of said respective upstanding margins near said respective uppermost edges, and at least a third crosspiece structurally connecting said trailing edges of said respective upstanding margins near said respective basal edges; and

(c) further comprising means for transversely connecting said upstanding margins comprising, at each junction of a margin and a crossbar, a screw extending through said margin and into said the end of said crossbar.

21. (original) A device for allowing lateral movement of a suspended vehicle wheel while preventing rotation of the suspended vehicle wheel, comprising:

(a) a pair of parallel upstanding margins each margin of said pair comprising an uppermost edge ascending concavely from a leading tip to a trailing end and defining a tread engaging interface, said leading tip extending vertically from a basal edge to commencement of said ascending uppermost edge, said trailing end extending vertically from said basal edge to conclusion of said ascending uppermost edge, each of said uppermost edges further comprising scalloping defining a plurality of sawteeth each having an apex comprising said tire engaging interface;

(b) each margin further comprising means for transversely supporting said upstanding margins, comprising essentially half of a first crossplate structurally connecting, in conjunction with the other respective cooperating half crossplate of the other margin, said leading tips of said respective upstanding margins, and at least a second crossplate half structurally connecting, in conjunction with the other respective cooperating half crossplate of the other margin, said trailing edges of said respective upstanding margins near said respective uppermost edges, and at least a third crossplate half structurally connecting, in conjunction with the other respective cooperating half crossplate of the other margin, said trailing edges of said respective upstanding margins near said respective basal edges; and

(c) further comprising means for transversely connecting said respective cooperating half crossplates comprising welding at each junction of said respective cooperating half crossplates.

22. (original) A method of torquing lug nuts of a suspended vehicle wheel facilitating the seating of a vehicle wheel against the vehicle hub, comprising the steps of moving a device of claim 1 into engaging contact with the underside of the tire tread, and tightening lug nuts around the wheel while allowing said device freedom to follow the lateral motion of the wheel during the process of seating the wheel against the vehicle hub.